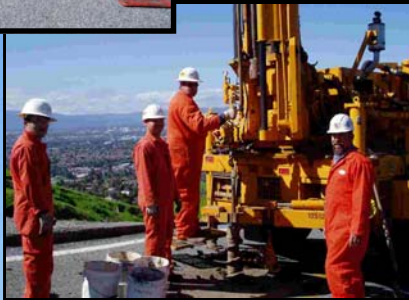




Emergency!

When a section of Sierra Road slid down a hill in early April after weeks of rain, the Materials Testing Laboratory's Geotechnical Section jumped into action.

Story on Page 3



Tips from the Garden

Find useful garden tips on most pages of this issue



Customer Service - Kudos!

Flashing Crosswalk Saves Lives

By Dale Grogan, T&DS Division

Sometimes it may seem to us, that even after our hard work to design, build and deliver quality projects to the City, all we ever hear is the negative feedback. Well, in March, we were pleasantly surprised to get some real positive feedback from one of our customers with regard to the embedded flashing crosswalk that the Development and Regional Traffic Signal Team (DART Team) installed at the intersection of Dial Way and Miller Avenue. Our customer's letter says it all:

“Tonight I was driving a car southbound on Miller, approaching the uplit crosswalk, and it fired up and started blinking. I couldn't see anyone crossing the street but slowed to a stop anyway. Moments later I saw a person in dark clothing crossing the street in the crosswalk.

“I suspect that you had something to do with the putting in of the crosswalk uplights. I thought of you when encountering the activated crosswalk and wanted to let you know that they helped as a lifesaver tonight. True, someone who is pretty much invisible should act accordingly and certainly not trust someone's regard for obeying traffic control devices but the flashing uplights made up for an otherwise tenuous situation.”

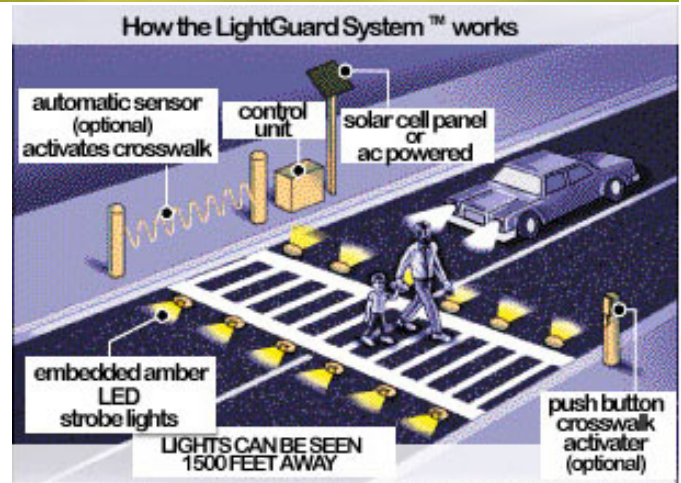
As part of the Safe Routes to School program, the San José Department of Transportation (DOT) applied for grant funding of ten “in-pavement flashing warning systems,” at selected high visibility crosswalks located on walking routes to elementary and middle schools. This “flashing crosswalk” is operated by pedestrian push buttons that activate in-pavement amber LED flashing lights. The flashing lights are installed on both sides of a crosswalk, facing traffic, and provide advance warning to motorists that a pedestrian is crossing. This alerts drivers to slow down and stop for the crossing pedestrian.

In order to expedite the start of construction, the proposed project was split into a base bid design and work order designs. This approach allowed staff to accelerate the project by including two

From: Adam Klein, Silicon Valley Workforce Investment Network
Sent: Tuesday, March 14, 2006 1:22 PM
To: Vicky Gallardo, Harsh Gautam, GIS Section
Subject: Vicky's Contact Info

I want to thank you all for providing one of the best presentations our trainees have yet to receive. They were glowing afterwards, enthused in a way I rarely see people that are considering a new field. Vicky and Harsh— my hat goes off to you both: you were engaging, informative, professional, and supportive. A person in my situation may expect one or more of those things when a department or business offers to make a presentation, but I've yet to see all those characteristics come together at once! I am extremely grateful for the time you provided. Many, many thanks.

I was unable to attend the training, but Vicky and Harsh stepped in to work with SVWIN. They told us that they'd have 3 or 4 people in — 8 showed up. Kudos to Vicky and Harsh--Kevin Briggs



Flashing crosswalk system graphic used with permission of Lightguard Systems, Inc

pavement-embedded crosswalk lighting system locations as part of the base bid. The remaining eight crosswalk locations were completed as work orders. After the award of contract, staff delivered to the contractor the work order design locations as the designs were completed, and the City directed the contractor to start work on these locations. The contractor was compensated for work based on the unit price bid for the respective pay items.

The project team was composed of both DOT and DPW team members. The DART Team – composed of **Dale Grogan** and **Alisa Rappleye** from the Electrical Engineering Section, with the help of their DART teammates from DOT, Ed Agatep and Ramon Montenegro, did the design, bid and award, and managed the project during design and construction. **Dave Baggese** was the Project Inspector and was assisted by Principal Inspector **Frank Mello** and the Electrical Inspector, **Gabe Gucho**. Our Senior Electrical Engineer, **Paul Hsu**, provided electrical review and project advice. The Materials Testing Laboratory and Survey Section also provided important construction support on this project. As always, our Fiscal Section and our Division Analyst, **David Nerhood**, were there throughout the project keeping the financial side running smoothly!

This project would not have been possible without the Safe Routes To School Grant Funding, and Russ Taft successfully applied for the grant, and managed the grant funding. Russ and other DOT team members led by Laura Wells, Sam Koosha, Jim Bittner, William Harmon and others in the Neighborhood Traffic Management section were also responsible for selecting the project locations, and providing important input during the preliminary design phase.

Congratulations to **all** of the project team members in DOT and DPW for a job well done!